

# The Anchorage Amateur Radio News Bulletin

August, 1993

Anchorage Amateur Radio Club Newsletter  
Editor - Harvey Rookus, NL7DK

Vol. 22, No. 8

## DO's AND DON'Ts OF AUTOPATCHING

By Paul Spatzek, WL7BF

Can I call my office and tell them I'll be late? No. Monetary gain is involved since you receive pay to perform some service there. FCC rules forbid use of patches for gain or loss use. Find a pay phone or some other way.

Can I call the grocery store or pizza place and place an order? No. Again because monetary gain or loss is involved.

Can I call someone and get directions to their house? Yes. This is a valid use of the autopatch, if no business of any kind is discussed.

Can I call home from the Kenai or from the valley? Yes, with certain restrictions. Remember that Amateur Radio is NOT to be used to circumvent regular long distance carriers. If a phone is readily available, USE THE PHONE; but naturally if phone service is not provided at the BUSH location where you are, you may use the patch.

BUT don't use the autopatch on a continuous basis where other means of communication are available. What we're trying to explain is that if you live out in the bush and are using amateur repeaters for daily contact with Anchorage and are discussing

business of any kind, this is not what Amateur Radio is meant for. If you can get into any of the multitude of amateur repeaters serving Anchorage and the Valley, then you can get into any of a number of commercial repeaters supplying telephone service to those areas. The commercial carriers can, and will, complain to the FCC that they are losing business and we could be forced to turn off the autopatch. So if you live in the bush and want to use radiotelephone for regular commercial use, buy a commercial radiotelephone service.

Can I use the patch to call for a wrecker? Yes. This comes under the heading of saving or preserving life or property. However, do not discuss fees over the patch. You can give directions.

Can I use the patch to call home and get a grocery list? Yes, within reason. Don't mention a commercial name. Think before you call, is it really necessary to call home just to announce you'll be home in ten minutes, when calling before you leave work would suffice?

What do I do if I get an

answering machine? Go ahead and leave a message. However if the greeting message contains music or a commercial message (both strictly forbidden on Amateur Radio) disconnect immediately!

When should I use the 911 number? USE THIS NUMBER ONLY IN LIFE-THREATENING SITUATIONS!

Use the 912 (APD) or 913 (AST) for general accidents, animals in the road, reckless drivers. For example, you happen upon an accident, the driver of one car has a cut that is gushing blood, he will obviously die without prompt medical attention. In this case, 911 is THE number to use. Another example, a drunken nude man is standing in the intersection screaming obscenities into traffic, this situation, while serious, is hardly life threatening. This situation would require 912 or 913. I have belabored the point slightly, but having heard 911 being used the other night to report a drunk pedestrian, I felt it was time to go over things again. We have a very good reputation with APD and the troopers, they take our calls very seriously. This will not continue however if 911 is being abused. (Continued on Page Nine).



On the agenda for the August General Meeting, our Activities Manager, Simon NL7VR, will be bringing us another CQ Magazine videotape. This one is an Introduction To Packet Radio. It covers everything you need to know to get on the air with Packet Radio. To top off the evening, Simon reports that he will be giving away a brand new Kantronics KPC-3 Terminal Node Controller, complete with a 100 kilobyte mailbox option installed. We will also be discussing the future of the Hope repeater. After hearing from Steve, KL7FZ (and from KL7M via a taped conversation with Fred KL7HFM) at the last Board Meeting, the Board voted to recommend to the members that we replace the equipment in the Hope repeater system and relocate it to a new location that can cover Hope and more of the Inlet towards Portage.

And of course, we will be voting on the proposal presented at the July General Meeting to amend the By-Laws. The By-Laws would be amended to redefine a quorum for meetings of the Board as eight (8) members instead of ten (10) members. We would also require that it would take a minimum of six votes to approve or pass motions before the Board. The minimum of six affirmative votes is the same as the effective minimum number required when we have only ten members present.

At the July Board Meeting I was asked to contact Gene Mockerman about the scheduling each year of the Motley Group Picnic. This year and last year the picnic was set for the same weekend as Field Day, presenting club members with a difficult choice. To participate in a Field Day effort in Anchorage, or to spend some time with about 200 other amateurs up at Byers Lake. . . hummm. Hardly any contest about that as the picnic continues to draw most of us up that way. Gene gave me a rundown on the history of the picnic and explained how much effort goes into finding a weekend that works for the Motley Group. Over the past eleven years, the picnic has been on every weekend from the second weekend in June throughout the whole of July. In the past, they have had a lot of rain on seven of the eleven picnics and have found that the end of June is consistently the best in terms of weather conditions.

If they move the picnic closer to the beginning of June, they run into problems with parents who have children who may still be in school. If it moves to July 4th, well, a lot of us already have other plans for that weekend. If it moves to the next weekend, there's Golden Days in Fairbanks, a weekend later you get into fishing seasons and into the Tanana River rafting event. Gene told me that the net discusses the scheduling for the picnic each year and that they have been aware that the last two times it was scheduled for the same weekend as Field Day. He did suggest that the Byers Lake campground would make a great location for Field Day and told me about the time they used eight helium balloons to put a fullwave 80 meter horizontal loop up into the air!

Turning to the agenda for the August Board Meeting, we will be discussing what needs to be done next on the Hamfest scheduled for September 18th and 19th, and we will also have a workshop to continue with our work on the overall revision of the By-Laws. All members who are interested in the inner workings of the club are certainly invited to come to the Board Meetings.

As of July 28th, we still do not have a site nor do we have a Volunteer Coordinator for the Hamfest. Letters have gone out to invite commercial participants and/or solicit door prizes, so that major task is already out of the way. What we need to accomplish before the end of August is to obtain a site for the Hamfest and to get roughly 2,500 flyers prepared for mailing at the Hamfest Flyer Party, a traditional August gathering that most of you have never heard of before. The real job for the Volunteer Coordinator will be to oversee volunteering club members at setup on Friday, September 17th, during the Hamfest itself on the 18th and 19th, and during cleanup on the 19th. The Coordinator will also be the person responsible for making on the spot decisions during the Hamfest. Oh, and by the way, the Coordinator doesn't have to be just one person, we just have to have one person in charge throughout the event.

We'll have more about the Hamfest at the August Meetings. See you at the meetings.

Remember The AL7MO.



## From The June Minutes

By: NL7NN, Susan Woods

The meeting was called to order at 7:17PM by our newly elected President, Richard Mote, AL7MO. Introductions were made.

Mr. Ken Asplund from the Anchorage EOC stated that a Disaster Drill will be held on Friday, August 6, 1993. The drill will run from approximately 12:00PM til 4:00PM. SCENARIO: a 727 enroute to Anchorage from Fairbanks aborts a landing, pulls back on the stick. Over Fire Island on the second approach, chemicals are dropped into the Inlet. Upon landing, the plane's belly scrapes the runway, causing passengers, luggage and debris to be scattered all over.

Those involved in the accident will begin staging and moulage at the Troy Air hanger at 8:00AM. Some of the organizations involved will be the Municipality of Anchorage EOC, People Mover, Air National Guard, Army National Guard, Alaska State Troopers, and more. There will be a need for at least 20 or more hams at various locations throughout the Municipality.

IF YOU CAN HELP, CONTACT LILL MARVIN, NL7DL, FOR MORE INFORMATION.

Potter Marsh cleanup will be held on Saturday, July 10th at 8:00AM. Harley, KL7IZZ and Arlene, KL7HO, will have a tailgate party afterwards. Don't Miss It.

Please support diversified programming on Prime Cable.

Presented to the membership of the AARC was a proposal for a change in the by-laws concerning the quorum needed to conduct business at the Board Meetings. Currently, the number in the quorum is ten (10), which must include two (2) officers and three (3) other board members who are not officers. Without a quorum present at board meetings, the business of the Club cannot be done. The three or four board meetings in the past year at which there has been no quorum - have had to be canceled. This has become unacceptable.

The solution: change the by-laws to state that a quorum will consist of eight (8) instead of ten (10) board members. Six (6) "yes" votes will still be needed to approve any decision made by the board.

Food for thought: There are now sixteen (16) positions on the Board of Directors, of which only 15 will be occupied once the

current Past President, Fred Wegmer, KL7HFM, goes on the road.

After a break, there was a video shown called "Getting Started In Ham Radio" put out by CQ Communications. A good basic introductory video.

Mr. Chuck Frensley, WL7DZ, was appointed the Chairman of the AARC's 1994 Field Day. Good Luck, Chuck.

Raffle prizes were awarded. Miss Lilly won neither the box of 'Famous Amos' cookies or the bag of Tootsie Rolls! The two meter isopole antenna was won by John Murray, NL7WW.

Richard's Reign of Terror is off to a flying start! Hi! Hi! The meeting was adjourned at 9:16PM. Eatin' after the Meetin' was held at the Frontier Restaurant on Tudor Road.

Respectfully Submitted,

Susan J. Woods, NL7NN  
Secretary, AARC, Inc.

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## *From The Board Minutes*

By NL7DL, Lil Marvin, Substituting For Susan, NL7NN

The board meeting of the Anchorage Amateur Radio Club was opened by President Richard Mote, AL7MO at 7:00PM. The following Board Members were present: AL7MO, AL7NK, WL7BF, WL7EC, AL7PB, KL7HFM, AL7KK, AL7BK, KL7ITI, NL7NC, NL7DK, KL7YF, and NL7DL. KL7FZ was also present.

The treasurer, John Lawson, NL7NC, reports that the club has money in the treasury.

KL7M (by tape) and KL7FZ, report that, in their attempts to repair the Hope repeater, several parts, including the power supply and receiver audio boards, were replaced with parts belonging to KL7FZ. The repeater does not have a working receiver or card rack, and it does not have a functioning IDer.

The Board decided to retrieve the Hope repeater's duplexers and to build a new repeater, which will cost approximately \$1,500. The Board will place the matter before the general membership for a vote at the next general meeting.

KL7YF asked KL7FZ for his opinion on using the same PL tone on all area repeaters, including the repeater on 147.00. KL7FZ expressed a few concerns, but added that he would be willing to experiment with the idea.

AL7PB was added to the VHF Committee, which includes the following: KL7IKX, KL7YF, WL7BF, NL7NC, KL7IMD and KL7JIM.

The membership chairman reports that the club has 423 members, of which 65% are also ARRL members.

By-laws revisions, and questions regarding the revisions, will be taken up at the next two board meetings. KL7HFM reports that, according to AL7KS, chairman of the ad hoc committee to form a new subsidiary corporation, there are many legal reasons why the corporation cannot be a subsidiary of the AARC. However, forming a corporation which is not a subsidiary would be in order. He was instructed by then President KL7HFM to proceed and make the corporation ready for presentation. Board members expressed the hope that plans for the new corporation would proceed slowly and with careful preparation.

The ad hoc committee consists of the following members: AL7KS, NL7UH, WL7DZ and KL7HM.

The AARC Hamfest will be held September 18th and 19th (the third weekend in September). AL7MO will write a letter of request for donations, and a letter of request for certification from the ARRL. The second letter will be sent to the section manager.

The Board moved to authorize the VHF committee to support the Nenana repeater project for no more than \$1,000.00.

The Board discussed re-instituting the Budget committee. The Board also discussed including the

treasurer, club trustee, one board member and one or two general members within the budget committee. Since the budget currently runs from January 1st to December 31st, and since officers and board members terms run from July 1st to June 30th, the Board discussed having the two terms run concurrently. The Board also discussed having the budget made an official authorization expenditure of the Board. Both ideas were tabled until the Board deals with the By-laws changes.

AL7MO suggested setting up club seasonal committees for the Christmas party, Hamfest, Field Day, elections and the Fall Raffle.

AL7MO will write a letter to KL7GID requesting that the Motley Group not set the Motley Group picnic date on Field Day.

The Board moved to authorize expenses (under \$500.00) to move the packet bulletin board from the home of NL7NC to the home of Mel Saunders, AL7PB. Mel will be the new Sysop.

AL7MO requested an inventory of club equipment and finances. He was told to talk to KL7HD or KL7YF regarding club equipment.

The Board Meeting was closed at 9:20PM. NL7DL will bring a year's supply of chocolate to the next Board Meeting just in case she needs it.

Respectfully submitted,

Lil Marvin, NL7DL, for Susan, NL7NN.



# REAL LIFE SKETCHES

By Harvey Rookus, NL7DK.



Bill Reiter - KL7ITI Club Trustee  
XYL - Ellie (Retired Teacher)

Bill was born in Pittsburgh, PA in July 1944. He was raised in Jeanette, PA graduating from Jeanette High School. He then entered the University of Buffalo, in Buffalo, NY receiving a BS in Civil Engineering in May 1967. Bill ran around with a group of Explorer Scouts where one of them was a Ham. I guess this got his interest because before long he was a Novice. He got his Novice license in February 1963. He was able to do some operating from a Ham station of a VA hospital nearby. From Buffalo W1AW was well received and with their code practice sessions Bill worked up to the 13 wpm needed for General Class which he received in mid 1963. His tests were taken from the FCC at that time.

Upon graduation, he entered the Air Force. His first duty station was Malmstrom AFB, MT where he was 'Facilities Officer' of a Missile Maintenance Squadron for the Minuteman Missile. They took care of the civil engineering related ground support equipment, buildings, emergency equipment, etc on the missile site.

In 1971 he was transferred to Alaska for a four year hitch at Elmendorf AFB. It turned out that the first year was a Bush location. In this case it was a Radar site known as Champion located 9 miles from Galena Air Force Station. He was the station Civil Engineer. Bill and his first wife drove the Alcan Highway to Alaska and settled in the

Muldoon area. You might say his wife settled there as Bill was out in the Bush. They were trying to get a house built at the same time. Bill said he 'wanted a fireplace' but they thought there was very little wood to be had. They changed that idea when they saw how much wood was in the State. He did get his fireplace.

Bill's Ham station at that time was an SB 300/400 Heath Kit combination which was stolen from the camper being lived in while the house was being built. There was a station available at Champion however that he could use. It was a MARS station mainly. From Champion in one 24 hour period they literally worked the world as stations came up on the air during the day and night. Quite a thrill I'm sure!

In 1972 he was transferred into the Alaskan Air Command Headquarters at Elmendorf, Utilities Division. He was in charge of the property maintenance at the Radar facilities in the North half of the State. He remained in this position until 1977. In 1977 this work went to maintenance contracting with Bill working in Offbase Civil Engineering. He retired from the Air Force in 1978, as a Captain.

Ham wise things got going in 1974 with Bill meeting, through his duties, another Ham, Meg Girard, who may have been AARC President, at the time. Meg introduced Bill into the Club. Bill joined AARC in 1974.

Bill and Ellie were married in 1975. Bill was caught on the AARC Railroad in 1975 when he became Activities Manager, under Wilse Morgan. He also upgraded to Advanced Class in that time frame. Was also on the Board of Directors and in 1978 was appointed Club Trustee.

Bill put in a short, 3-4 months, in 1979, working for the Army in their Petroleum Division, Engineering Section.. This time was spent working on Bulk Storage facilities throughout the State.

Later, in 1979 found Bill back at Elmendorf, as a civilian, as Chief of Contract Management for all projects on the Base. In 1989 he became Chief of Engineering, Elmendorf Air Force Base. He remains in that position at the present time.

Bill and Ellie have been married 18 years and have traveled through much of the lower 48 during that time. In 1982 they took their Motorhome on a 10,000 mile trip on both sides of the Rocky Mountains. In 1991, with a new Motorhome they put on 11,000 miles throughout much more of the lower 48. Bill was a CW operator until approximately 1971 when he found out about phone. He just recently joined QCWA. He became an Extra Class in 1986. He has handled Walk for Hope Communications for almost 20 years, Fur Rondy Dog Races for many years. So say Hi to Bill the next time you see him. He has lots of interesting tales to tell. Thanks Bill!



## VEC Results For May And June

	CALL	FROM	TO
<b>ANCHORAGE</b>			
William M. Carraway		No License	NC Technician
Jason S. Larsen (12 years old)		No License	NC Technician
Juliann K. Larsen (12 Years old)		No License	NC Technician
William J. Markley Jr.	WL7AU	General	Advanced
Lynn I. Moore	WL7CEZ	HF Technician	General
John M. Morris	WL7DY	NC Technician	HF Technician
John B. Pinckley		No License	NC Technician
Christina M. Sherman (12 years old)		No License	NC Technician
Joyce M. Sherman		No License	NC Technician
Jerome W. Watson		No License	NC Technician
Cheri L. Worley		HF Technician	General
<b>BYERS LAKE</b>			
Brett A. Cooper (16 years old)	NL7WY	HF Technician	General
Fabian J.N. Keirn (16 years old)	WL7GL	NC Technician	HF Technician
<b>EAGLE RIVER</b>			
Paul J. Cossman		No License	Novice
Dwight E. Hunter	NL7YF	HF Technician	General
Gene Jones	NL7ZM	Technician	General
John P. Lowtey	WL7CI	General	Advanced
John L. Maketa	WL7CGW	HF Technician	General
John M. Morris	WL7DY	HF Technician	General
Corey L. Rogers		No License	NC Technician
Vicki L. Sherman		No License	NC Technician
<b>FAIRBANKS</b>			
Jonathon A. Blackburn		No License	NC Technician
Russel Ely		NC Technician	HF Technician
Mario O. Gho		No License	NC Technician
Kenneth G. Green	WL7CGY	Novice	HF Technician
Carol L. Haas		No License	NC Technician
Derek Q. Hendrickson		No License	NC Technician
Thomas E. Lassek	WL7EP	HF Technician	Advanced
Michael J. Millard		No License	NC Technician
Kenneth P. Severin	WL7HU	NC Technician	HF Technician
Joanne Sipes		No License	NC Technician
Veldon B. Speed		No License	NC Technician
Bruce G. Whipple	WL7ID	Technician	Advanced
<b>JUNEAU</b>			
Donald L. Kirstine		No License	NC Technician
Richard I. Lestor		No License	NC Technician
<b>PETERSBURG</b>			
Mildred H. Fuglvog	WL7ALG	General	Advanced
Matt P. Holmes		No License	NC Technician
Thomas H. Laurent Jr.		No License	Technician
Michael P. Leonard	KL7JCP	General	Advanced
Edward E. Sarff	WL7CFZ	Novice	HF Technician
Douglas B. Smith		No License	NC Technician
Gary A. Treffry		No License	General
<b>WASILLA</b>			
Patricia A. Daft	WL7BQH	General	Advanced
Cheri L. Worley		No License	HF Technician

Note (NC Technician= No Code Technician)

(HF Technician= Technician with H.F. Privileges)

Submitted by Roger Hansen, KL7HFQ, VEC Director



*Part Six Of A Six Part Investigative Scientific Research Series Into***AURORA DISTURBANCES ON HF PROPAGATION**

By B. B. Capers, AL7BB

The thought of using free electrons to release bound electrons from the clutches of the GASS was profound. In fact it was so profound it made my head hurt the morning after I thought it up. No, I am sure the 190 proof was not involved in any way. In fact, I am convinced that the name EVER CLEAR was conceived simply because it releases the day to day inhibitions that we all encounter, and through liberal use of such, our minds are released to go on to bigger and better things.

Now back to the subject at hand. In order to defeat the GASS, we need to be able to concentrate a signal so that when it is sucked up by the GASS, it won't be randomly scattered with all the other signals he has already gobbled. I seem to remember that this was done using light. Well, light is nothing more than a radio signal, so why can't we do the same. If coherent light can burn a hole through a chunk of iron, why not coherent radio signals to punch a hole in the GASS. Well, for one thing, we are limited to the amount of radiated signal we can dump into the atmosphere. A

California Gallon, (signals, not squeezings), is about all that we can get away with, but remembering a trip to a County Fair as a youngster, I was reminded of the slingshot effect one got when slung around in a machine designed to guarantee instant wobbly legs, and instant freedom from all eight hot-dogs and three cones of cotton candy you just inhaled prior to getting on the ride, all for the measly price of a dime.

Using this technology, I immediately went to my vast technical library of two Popular Electronic magazines circa 1962, and the 1958 ARRL Handbook, and came away with the idea of a Helical Antenna. Some people call it the cork screw antenna, and others refer to it as a part of a male porker that can't be mentioned in public. Anyway, referring back to the ride at the fair, if the electrons of signal were slung around this helical antenna, they would also get the same

slingshot effect, and thus would be hurled at the GASS in a super concentrated beam. This is as close o coherent electron beams as I can come on my limited budget.

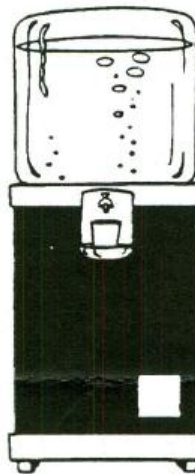
Now, knowing that free electrons abhor bound electrons, and have a morbid fear o being caught up and put to work, these free electrons tend o shy away from the bound versions. What we need to do is figure some way to trap some o these free electrons, and on each one o them strap a tiny bazooka on its back, then inject them into the front of the helical antenna. When they see all those bound electrons coming after them, they are going to do their best in staying well out in front, so they will forget all about the GASS, and be sucked up along with our radiated signal.

Once these free electrons realize that they are now bound by the bird, they are going to really be mad. No more freedom for them, no smoking, and no drinking, and no chasing other free electrons. This should be enough for them to whip off the tiny bazookas, and

like miniature Rambo's, blast their way out of the big end of the GASS. Remembering that the signal we sent chasing after the freebies was concentrated, there will be a fair chance that a goodly portion of our signal would also escape back into the atmosphere where it could resume its journey to its original destination.

Well, this is my plan for attacking the bird. I think it will work, however I still have to figure out how to trap the free electrons, and where I am going to get some tiny Velcro fasteners to hold the bazookas while the electrons are in flight. Another small problem is how to get rid of all of the tiny pieces of GASS bird that will be drifting down to earth like so much dandruff, but I am sure I shall come up with a workable solution. All I have to do is to get another gallon of brain juice, and think on it for awhile.

AL7BB



AL7BB Arctic AF  
Research Centre



## THANKS for your help !

### Mayor's Marathon - June 19, 1993

Thanks to WL7BF-Paul for taking over the Net Control when NL7DK had to drop out. Thanks also go to the following Hams who did a great job: Arlene-KL7HO, Harley-KL7IZZ, Fred-KL7VC, Bill-AL7MM, Patrick-WL7JA, Larry-N7DF, Dianne NL7KN, John-W4IGM, Bill-KL7ITI, George-NL7RD, Bob-NL7UH, Ed-WL7HN, Mila WL7KP, Susan-NL7NN.

### Potter's Marsh /Seward Highway Cleanup - July 10, 1993

Thanks to the following Hams who did another fine job on the Cleanup detail: Margie KL7GLU, Jana NL7WV, Fred-KL7VC, Nancy-KL7NY, Jeannette KA0NMO (Jim Larsen's Mom), Thinking about getting a license-Mike, License hasn't arrived yet-Juliann, Richard-AL7MO, Harvey-NL7DK, Bill-AL7MM, Arlene-KL7HO and Harley-KL7IZZ. Congrats to Juliann for becoming a Ham. Jeannette found the 'heaviest and the most odd-shaped item'. Thanks Harley and Arlene for all the goodies after the pickup. See everyone again in September.

#### Letter to the Editor:

Dear Harvey;

We have been out on Field Day each year since we left Alaska. Always in the same place, about 8,000 feet just north of Williams, Arizona on forest service land. Operators are John KL7LL, Gwinnie AL7LB, and myself.

We use a 40 meter dipole and GAP vertical for 15 and 20 meters. Most contacts are made on 40 meters. We made over 1200 contacts this year.

Please say hello to the ham club folks for Gwinnie and I.

73's

Wilse (Morgan, KL7CQ)

[Editor's note: Wilse's letter and the accompanying photographs of his Field Day will be passed around at the August meeting of the AARC]

*The Anchorage Amateur Radio News Bulletin* is the monthly newsletter of the Anchorage Amateur Radio Club. Permission is granted for reproducing articles appearing in the Anchorage Amateur that do not indicate a copyright separate from the Anchorage Amateur Radio Club. Letters to the Editor and articles for publication should be submitted to Harvey Rookus, NL7DK, 3310 Checkmate Drive, Anchorage 99508. Telephone number (907) 333-4693. Articles and Notices for the paper should be typewritten or on IBM compatible formatted computer disks (5.25 or 3.5 inch). Graphic illustrations for articles are also welcome. Deadline is the 20th of each month.

## Calendar 1993

### AUGUST

General Meeting 6th  
Board Meeting 11th  
PARKA Meeting 28th  
Lil Marvin's Place  
1030 Denali 277-6741

### SEPTEMBER

General Meeting 3rd  
Board Meeting 8th  
Flea Market & Hamfest 18-19th  
PARKA Meeting 25th  
Peggy's Restaurant  
1675 E. 5th Avenue

### OCTOBER

General Meeting 1st  
Board Meeting 13th  
PARKA Meeting 23rd  
Lynne Duncan's Place  
10820 Chain Of Rock

### NOVEMBER

General Meeting 5th  
Board Meeting 10th  
PARKA Meeting 27th



(Continued From Page One)

Can I use autopatch to call for a friend, and let him talk? Yes, with some restrictions. Remember this is third party traffic and YOU are the control operator. You must be present in the same room the entire time your friend is using the transmitter-and you MUST have briefed your friend on what is--and is not--allowed. THERE IS ONE EXCEPTION, if you are severely injured, your friend may call to summon help for you. At the earliest possible time after the incident, you must file with the FCC a complete report of what transpired, including all names.

What if someone uses my equipment without my knowledge? You are totally responsible. The FCC requires

that your equipment be secured against unauthorized use of the transmitter.

What are control operators and why are there so many? The FCC requires control operator(s). It ensures correct operation of the repeater station and a quick way to turn off the system if a problem arises. We try to have enough control operators to cover from 6:00 am to Midnight, seven days a week.

Without operators on duty, we are required to turn off the autopatch, a situation we try to avoid. All repeaters have at least one control operator. One last comment regarding control operators. We occasionally have to cancel an autopatch or offer help to someone that is having trouble.

We are not trying to embarrass you, or make you look "dumb". We are trying to help and maintain the operation of the repeater within the FCC's laws. If you ever feel you have a problem with any control operator's advice or actions, please ask for a phone conversation, we will be happy to talk things over with you. Actually, in some cases, it is easier to clear up certain problems over the phone, such as autopatch codes or procedures, these should never be given over the air.

If you have further questions regarding the autopatch, or other aspects of repeater operation, please feel free to contact any control operator at any time. We are here to serve the members and remember: The only Dumb Question is the one not asked.

#### SWAP N' SHOP

##### For Sale

1. Heathkit HW-8 QRP Xcvr (80, 40, 20 & 15m)
  2. Yaesu FT-747GX HF Xcvr (160-10m)
  3. Yaesu FP-757GX switching Power Supply
  4. Larsen Kulrod Antenna w/coil (220 mhz)
  5. Spider HF Mobile Antenna (160-10m)
- Contact Ed Maher NL7VP  
271-2685 - days 243-4348 eves

##### For Sale

ICOM 730 Transceiver \$450

##### And Wanted

Tower 30 to 40 Foot  
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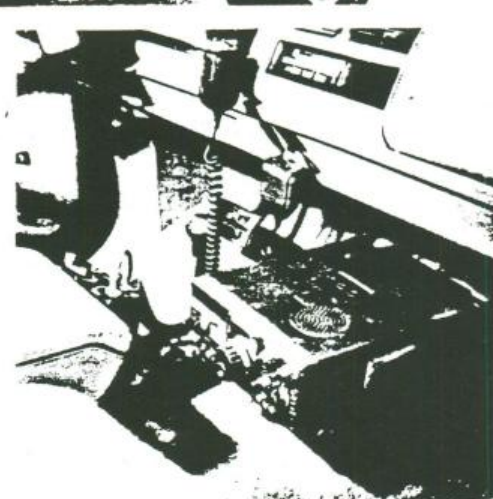
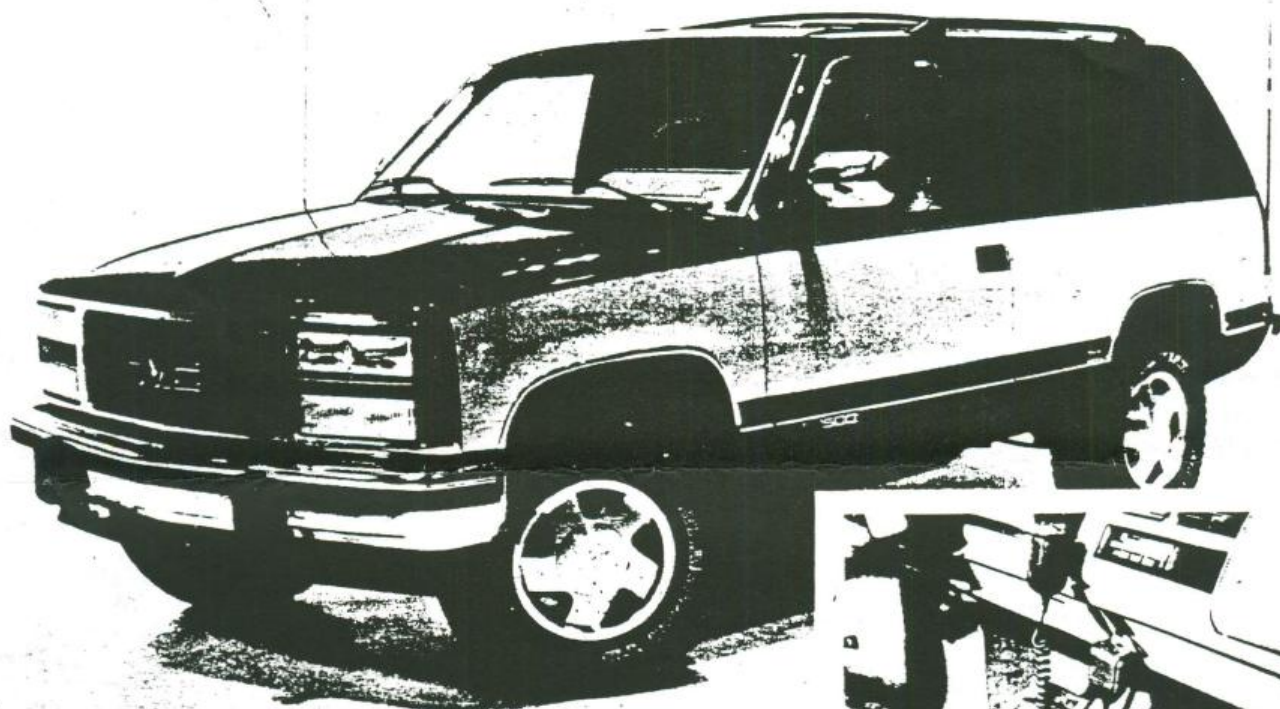
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**JUNE 1992 ISSUE**

**Radio Telephone/Mobile Radio  
Installation Guidelines**

Certain radio telephones or land mobile radios or the way in which they are installed may adversely affect the vehicle operations such as the performance of the engine and driver information, entertainment and electrical charging systems. Expenses incurred to protect the vehicle systems from any adverse effect of any such installation are not the responsibility of General Motors Corporation. The following are general guidelines for installing a radio telephone or land mobile radio in General Motors vehicles. These guidelines are intended to supplement, but not to be used in place of, detailed instructions for such installations which are the sole responsibility of the manufacturer of the involved radio telephone or land mobile radio.



## INSTALLATION GUIDELINE

(refer to enclosed figures during installation)

### 1. Transceiver Location

- A. Locate transceiver for remote radios on driver's side of trunk as near to the vehicle body side as possible.
- B. One piece transceivers should be mounted under dash or on transmission hump where they will not interfere with vehicle controls or passenger movement.
- C. Great care should be taken not to mount any transceivers, microphones, speakers or any other item in the deployment path of a Supplemental Inflatable Restraint or "Air Bag".

### 2. Antenna Installation

- A. The antenna should be a permanent-mount type located in the center of the roof or center of the rear deck lid. Glass mounted antennas should be kept as high as possible in the center of the rear window or windshield. If a magnet-mount antenna is used, care should be taken to mount the antenna in the same location as a permanent-mount type. If a disguise-mount antenna is used, great care should be taken to shield the tuning network from vehicle electronics and wiring, or to mount the tuning network in an area completely clear of vehicle electronics and wiring.
- B. Standard metal mount antennas may be mounted on a vehicle with nonmetallic body panels by two methods. Most nonmetallic skinned vehicles have metal frames underneath. Mounting the antenna near a metal frame section and bonding the antenna mount to the frame with a short metal strap will provide the groundplane connection. Some antenna manufacturers offer "groundplane kits" that consist of self adhesive metal foil that may be attached to the body panel to provide the groundplane for the antenna.
- C. Some vehicles use glass that contains a thin metallic coating for defrosting or to control solar gain. Glass mount antennas will NOT function when mounted on this type of glass. Consult your GM dealer or owner's manual to determine if this glass is installed on your vehicle.
- D. Each vehicle model and body style reacts to radio frequency energy differently. When dealing with an unfamiliar vehicle, it is suggested that a magnetic-mount antenna be used to check the proposed antenna location for unwanted effects on the vehicle. Antenna location is a major factor in these effects.

### 3. Antenna Cable Routing

- A. Always use a high quality coax (at least 95% shield coverage) located away from the Engine Control Module and other electronic modules.
- B. Care should be taken to maintain as great a distance as possible between any vehicle wiring and the feedline.

### 4. Antenna Tuning

- A. It is important that the antenna be tuned properly and reflected power be kept to less than 10% (VSWR less than 2:1).

### 5. Radio Wiring and Connection Locations

- A. BOTH Transceiver power lead connections should be made directly to the battery itself. On vehicles equipped with a "jump start terminal", the positive lead may be connected to the terminal, but the negative lead should still be connected to the battery. GM approved methods of connecting auxiliary wiring to a side terminal battery include the adapter package illustrated in Figure 2, NAPA-Belden replacement battery bolts (part # 728198), or drilling and tapping the hex end of the original battery bolts 10-32 X 3/8" deep.

NOTE: It is recommended that a fuse be placed in the transceiver negative lead to prevent possible transceiver damage in the event the battery to engine-block ground lead is inadvertently disconnected.

For ONE-PIECE TRANSCEIVERS where ignition switch control is desired, a 12 Volt power contactor must be installed in the transceiver positive lead. The contactor should be located at the vehicle battery with the coil of the contactor driven through an appropriate in-line fuse from an available accessory circuit or ignition circuit not powered during cranking. The contactor coil must return to battery negative.

- B. Any negative lead from a handset or control unit must return to battery negative. It is preferable that the positive lead for a handset or control unit be connected directly to the battery. It is recommended that the handset or control unit positive and negative leads be appropriately fused separately from the transceiver positive and negative leads. If ignition switch control is desired, the handset or control unit positive lead may be connected through an appropriate in-line fuse to an available accessory circuit or ignition circuit not powered during cranking.
- C. If multiple transceivers or receivers are to be installed in the vehicle, power leads to the trunk or under dash should be terminated in covered insulated bus bars. All transceivers or receivers may then have their power leads connected to the bus bars. This makes a neater installation and reduces the number of wires running to the vehicle underhood area.

### 6. Wire Routing

- A. The power leads should be brought through a grommited hole in the front bulkhead that must be provided by the installer. For trunk-mounted transceivers, the cables should continue on along the driver's side door sills, under the rear seat, and into the trunk through the rear bulkhead. All attempts should be made to maintain as great a distance as possible between radio power leads and vehicle electronic modules and wiring.
- B. If the battery is located on the passenger side, radio power leads should cross the vehicle in front of the engine.

### 7. Troubleshooting

- A. Should vehicle-radio interaction develop following installation, the source of the problem should be determined prior to further operation of the vehicle. Most interaction problems can be eliminated by following the installation guideline.
- B. If any vehicle-radio interaction problems exist after following this guideline, the vehicle should be returned to a GM dealer for examination and resolution of the problem.





# TRANSCEIVER INSTALLATIONS

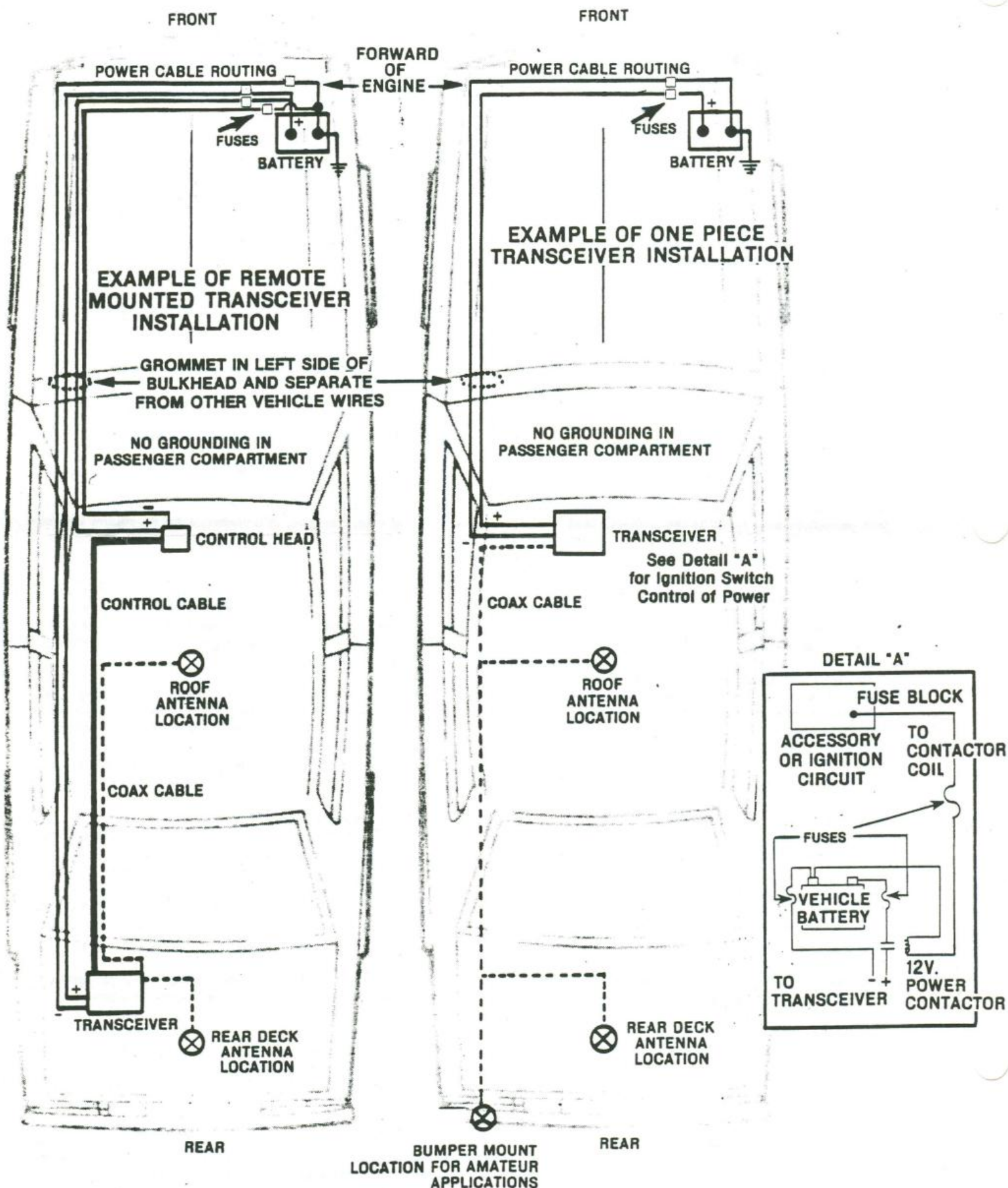


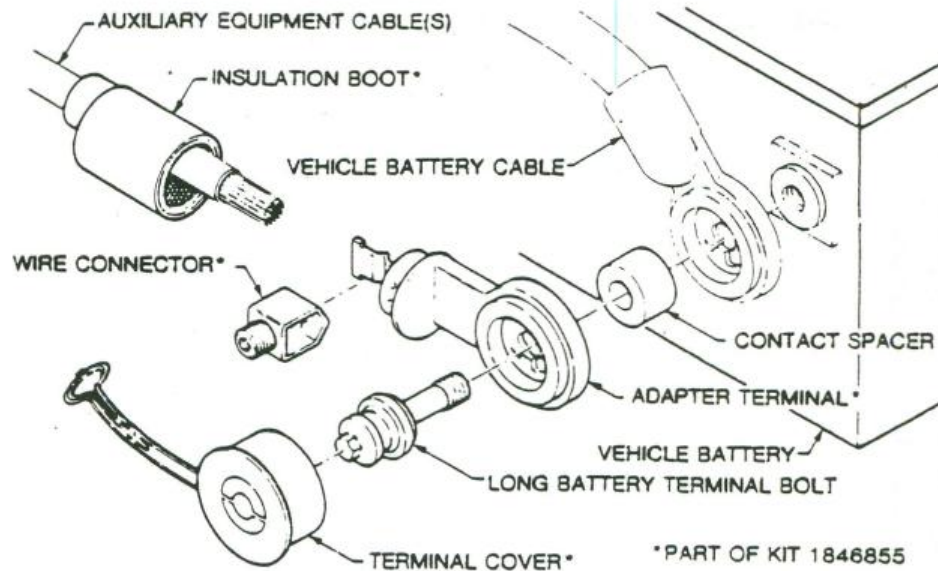


Figure 2

### Auxiliary Electrical Equipment GM Recommended Installation

AC-Delco Side Terminal Adaptor Package 1846855, when combined with the longer battery bolt and spacer will provide the simple, tight, corrosion resistant connection illustrated. Parts can also be purchased at car dealerships.

Item	AC-DELCO Catalog 7A10	CAR DEALER "Parts" Book
Kit	1846855	1846855
Bolt	7803	12004188
Spacer	7804	12004189



**AARC GENERAL MEETINGS** are held on the first Friday evening of each month in Room 102 of the Carr-Gottstein Building on the Alaska Pacific University Campus.

The campus is located at 4101 University Drive and Bragaw Streets. Parking is available only in the lot to the northeast of the building.

The meetings begin at 7:00 PM and visitors are always welcome! The AARC legendary raffle is open to everyone.

**AARC BOARD MEETINGS** are held on the second Wednesday evening of each month in Room 104 of the Carr-Gottstein Building on the APU campus. The meetings begin at 7:00 PM and are open to all club members and visitors.

### ANCHORAGE ARES NET

The Anchorage area Amateur Radio Emergency Services net is held each Thursday evening at 8:00 PM on the KL7ION repeater on 147.3 (+.600). Net Control is Lil Marvin, NL7DL and alternate NCS station is KL7IO. The Westlink Amateur Radio report, Swap N Shop and the Parka Net follow the ARES net on the same frequency.

### THE KL7AA REPEATERS

sponsored by the club are on 146.94 (at minus .600), 224.94 (-1.600) and 444.7 (+5.000). The two meter repeater located on top of Flattop Mt. requires a 100 hz tone for access.

The satellite receiver located on Government Hill does not require a tone. The 125 cm repeater, also on Flattop Mt. and the 70 cm repeater located at the South Central Radio site do not require tone for access. The repeater trustee is William Reiter, KL7ITI. Doug Dickinson, KL7IKX, is chairman of the VHF/UHF committee.

### KL7AA-7 PACKET OPERATIONS

Ports are 145.01 mhz, 147.96 mhz and 445.05 mhz at 1,200 Baud; 7108.5 khz at 300 Baud and 445.11 mhz at 9600 Baud. Remember that 147.96 mhz is normally in use as the Iceworm link to other Alaskan communities and limit use of that port to evening hours.

A landline port is available at 300-9600 Baud, V32.bis compatible; registration is required. Contact Sysop John Lawson, NL7NC, at 337-2467 for info, or contact Sysops Doug KL7IKX, Paul WL7BF, Jim NL7C, Merle AL7LD or Bill AL7MM.

**FREE LICENSE EXAMS** are held on the first Wednesday evening of the month at 6:30PM in the Carr-Gottstein Bldg on the APU campus and on the third Wednesday evening of the month in Eagle River at 7PM in the basement of the VFW Hall.

Exams are also held in the Carr-Gottstein Bldg on the 1st Saturday in Odd months and the 2nd Saturday in Even months.

For more information contact VEC Director, Roger Hansen, KL7HFQ at 892-6365.

**AARC MEMBERSHIP DUES** are \$20.00 regular, \$25.00 family and \$10.00 student. Dues are due one year from date of last payment. There is a 30 day grace period. Life memberships are available. Contact Lance Dunbar, AL7BK, (H) 337-6297 or (W) 561-5457.

Please remember that the club receives \$2.00 for each ARRL membership renewal and \$5.00 for each new ARRL membership if they are processed through the AARC.

**AARC is affiliated with the ARRL.**



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